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A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS

SCOTCH WHISKY.

WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY.



B L E N D .

Pronounced by Connoisseurs to be the

BEST BRAND in the FAR EAST.

Per Dozen \$15.00

The following Blends are also recommended, and are unsurpassed in quality:

A. THORNE'S BLEND \$10.80

B. GLENORCHY, MELLOW BLEND, a fine "Soda"

Whisky of great age 10.80

C. ABERLOUR-GLENLIVET 12.00

D. H.K.D. BLEND of the Finest Old Malt Scotch Whiskies 14.40

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY

[35]

BIRTH.

On the 15th July, at Penarth Road, Gravelly Hill, Birmingham, the wife of C. A. CORRIE, late of Hongkong, of a daughter.

MARRIAGE.

On the 7th August, at St. Andrew's Cathedral, Singapore, by the Rev. W. H. Dunkley, Colonial Chaplain, REYNOLD JOHN BAYARD, eldest son of J. B. CLAYTON, late of Maryborough, Queensland, to BEATRICE, fifth daughter of the late CHARLES DICKENS, of Gads Hill, Kent.

DEATHS.

On the 20th July, on the R. S. Jackson, at sea, near Suva, ARTHUR SYMONDS COTTAM, dearly beloved son of Mr. and Mrs. J. P. COTTAM, aged 14 months. [2007]

On the 20th July, at Kulangsu, Amoy, EDWIN KLEIN, aged 28 years.

On the 18th August, at Chelsea, MINA BLANCHER, daughter of J. BENNETT, aged 64 months.

On the 10th August, at 25, Seward Road, Shanghai, FLORENCE MAY, second daughter of DAVID TILGNER.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C. L.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 17th August, 1901

As we announced to our readers yesterday, the news has been received in Hongkong that His Honour Sir JOHN WORRELL CARRINGTON, K.B., C.M.G., D.C.L., LL.D., M.A., has been obliged through ill-health to send in his resignation of the office of Chief Justice of the Supreme Court of this colony, a post which he has held since 1896. The news has been received with feelings of universal regret. It would have been impossible for any man to have administered the duties of his office in a manner which could win more general esteem than has fallen to the lot of Sir JOHN CARRINGTON. For ability and uprightness he has made himself an honourable name among all the races with whom his work has brought him in contact. He has, moreover, done the colony an inestimable service in the compilation of the new Code of Civil Procedure, which was issued shortly before his departure for Japan. Away from his official sphere of action, he has won for himself a reputation which will not quickly perish; whether as his capacity of Commandant of the local Hongkong Corps or in his general social aspects. It is perhaps no small token of the affection felt for him that he was known everywhere simply as "Sir John." His departure will be a great loss to the colony. At the same time, the strain of hard work had evidently begun to tell severely on him of late, and no one can grudge his retirement from a long and distinguished career. Born in 1847, Sir JOHN CARRINGTON was educated at Lodge School and Coddington College, Barbados, and Lincoln College,

Oxford, the University for which he cherishes still, as is well known, the warmest affection. He was a barrister at Lincoln's Inn in 1872; returned to the West Indies and became Member of the Barbados House of Assembly in 1874-78 and again in 1881; Solicitor-General, 1878; Acting Attorney-General, 1880-81; President of the Education Board; Chief Justice of St. Lucia and Tobago, 1883-85; Acting Chief Justice of Grenada, 1886; Attorney-General of British Guiana, 1888; and Chief Justice of Hongkong, in succession to Sir FREDERICK CLARKE, in 1896. Sir JOHN CARRINGTON took his seat in Court for the first time on the 18th May of that year, being welcomed by the Hon. W. MEXON GOODMAN, Attorney-General, in a speech expressing the high anticipations entertained of his coming administration of justice here. We can only conclude by saying that all such anticipations have been more than fulfilled.

The French cruiser *Styx* arrived from Canton yesterday.

The Hongkong Rifle Association notify that there will be no competition to-day, but the range will be open for practice.

We are requested to remind the shareholders of the Hongkong and Shanghai Banking Corporation of the meeting to be held at noon to-day at the City Hall.

Police Sergeants Garriot, Lamont and Morrison are to receive Good Conduct medals for extraordinary good behaviour while in the service and volunteering for duty in the New Territory.

It will be seen from a notice in another column that a map is on view at the French Consulate of the town of Kwanchau, where a sale of building-lets by the French is to be held about the 15th September.

Another armed robbery is reported to have taken place at Plover Bay, Lamma Island, on the night of the 15th inst. One of the inmates of the house which the robbers looted, who resisted, is said to have been severely handled.

The Band of the Madras Light Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock. Programme:—

Overture "Marianne" Wallace
Serenade "Solitude" Sullivan
Waltz "España" Waldteufel
Song "Sogni" Schira
Selection "American Melodies" Kappey
Serenade "Hungarian Echoes" Hartmann
"God Save the King"

During the 24 hours ending at noon yesterday there were reported one fresh case of plague and one death (Chinese). The total figures have been amended owing to one European case having proved not to be plague, as we have mentioned already. The year's figures now stand:—1,616 cases (1,535 Chinese, 81 other Asiatics, 30 Europeans); 1,546 deaths (1,501 Chinese, 34 other Asiatics, 11 Europeans).

H. E. Min Yang-Ton, Envoy Extraordinary and Minister Plenipotentiary from Corea, was introduced to His Majesty at Marlborough House on the 16th ult. by the Marquis of Lansdowne, Secretary of State for Foreign Affairs, and presented his credentials. Colonel the Hon. Sir William Colville, Master of Ceremonies, was in attendance. The Lord Churchill, Captains Walker Campbell, G. Helford, and F. Ponsonby were in attendance upon the King as Lord, Groom, and Equerries in Waiting. The Assistant Controller, Lord Chamberlain's Department, was also in attendance.

Information reached Shanghai last week by native craft that the C.M.S. *Hsinfung* had been aground for five days on the shoals to the north of Shawishan. She anchored during the recent typhoon, but kept her engines going to relieve the strain on the anchors. In spite of this, however, she dragged both anchors and drifted on to the shoals. It is feared that she will not be able to get off until next spring tides. The work of refloating the C.M.S. *Kiangshan*, which is ashore on the top of the river bank near Tunglin Pagoda, is to be commenced at once, says the N.C. Daily News of Monday. The necessary tackling has already been sent up river and an attempt will be made to launch the boat on rollers. Two dredgers have been at work for some time round the *Talet Marx*, which is aground in the Yangtze, near Christmas Island. Several feet of mud have been cut away all round her and it is hoped that by this means she may be refloated.

In regard to the new British battleships, *Engineering* points out that in reference to the protection of the 6-in. guns, the arrangement adopted by Mr. James Dunn in the ship which Messrs. Vickers, Sons, and Maxim built at Barrow-in-Furness for the Japanese Government will be followed. There are to be ten 6-in. guns, and these will be enclosed within broadside armour of 7-in. thick, whilst there will be transverse armour to diminish the effect of any shell which might penetrate the side armour. The armament will consist of four 12-in. guns, as usual with vessels of this class; but in addition to these there will be four 9.2-in. guns placed on mountings similar to those in the *Crescy* class. Weapons of this nature introduced as secondary armament on battleships are altogether new, and will add greatly to the fighting power of the new ships. They are to be protected by 6-in. to 7-in. armour, the disposition of the armament will be such that there will be a forward fire of two 12-in. guns, two of 9.2-in., and two 6-in. guns; the aft fire will be of the same formidable character.

Mrs. Mary E. Krout writes an appreciative notice in the London Daily News of "Mr. Little's Steamers" and of Mr. and Mrs. Archibald J. Little themselves.

Herr Cordes, hitherto second interpreter at the German Legation in Peking, has been promoted to the rank of Consul on retiring from the Government service.

Mr. Asquith consented to open the exhibition of Chinese art at the Whitechapel Gallery, on the 24th July. Sir Claude MacDonald also promised to attend the opening and speak.

The Board of Trade Inquiry into the wreck of the *Sobron* was commenced at the Middlesex Guildhall, Westminster, on the 18th ult., before Mr. Marshall, stipendiary magistrate, assisted by two technical assessors. Some evidence was given, and the inquiry then adjourned.

Sir Claude MacDonald has become a vice-president of the Japan Society of London. Sir Claude and Lady MacDonald intend, it is said, to spend a portion of this month in Switzerland, provided the Foreign Office does not require the attendance of Sir Claude. His Excellency and Lady MacDonald leave England again on their return to Japan on September, 7th next.

"One who is interested" writes to a home contemporary to ask when the medals and decorations for the China Expedition are likely to be awarded to those entitled. It is now over two months since General Gasele's despatches were published, and friends have been daily looking forward to seeing what awards there are to be got, yet day by day passes and things seem no further on.

The great cricket event reported in the last home papers to hand is the defeat of Yorkshire by Somerset. Seven and forty matches had the Yorkshire eleven played without a single defeat—until on the 17th ult. the end came. On the opening day such a result seemed out of the question, for Yorkshire dismissed a fine batting eleven for 87 runs. But Somerset's second innings of 63 made another Yorkshire victory practically impossible.

On learning of the latest record trip of the Hamburg-American liner *Deutschland*, which accomplished her journey from New York to Plymouth at an average speed of 23.51 knots, the previous best being 23.38, the German Emperor sent the following telegram of congratulation to the directors of the line from Givdangen, Norway: "Bravo, *Deutschland*! An excellent performance, hitherto accomplished by no ship in the world. Honour to the builders of the off-proved Vulcan yard! Honour to the crew! May they both carry their glory worthily over the seas. I rejoice that the ship is called *Deutschland*."

A Des Moines (Iowa) despatch says:—Miss Laura Conger, daughter of Minister Conger, whose engagement to Lieutenant Frederick E. Buchan has just been announced, met her fiancé in Peking. The lieutenant was constantly thrown into Miss Conger's company last winter when the Chinese capital was in the hands of the foreigners. Miss Conger and her soldier-lover are both passionately fond of horse-back riding, and spent many hours together in that exhilarating exercise. Lieutenant Buchan was an officer of the Sixth Cavalry. This regiment was sent to Peking at the time of the march of the allies, and its members took a prominent part in the numerous expeditions sent into the country. He was more recently transferred from the Sixth to the Third Cavalry, and he will doubtless be permitted to return to America in the near future. The wedding will occur in some States. Miss Conger is a handsome, highly cultured young woman, widely travelled, an excellent linguist and fond of open-air sports. She was born at Galesburg, Ill.

THE COCHRANE ST. COLLAPSE.

The work of clearing away the ruins and digging out additional victims of the deplorable disaster is proceeding very slowly, far too slowly in fact for the comfort and good health of the surrounding community. It seems plain that there are still a number of dead bodies underneath the debris. Who is to blame for the delay we do not know, but certainly not the police, for they worked heroically. But the conditions put on the work are ridiculously few, and if it is not possible in the circumstances to impress as many as required, double or even treble the ordinary wages ought to be paid to secure the necessary labour. Otherwise an epidemic may break out in the neighbourhood of the late disaster. Is it impossible to call for volunteers from among the soldiers of the garrison? Thirty soldiers would clear the place in about ten hours. Whereas, as things are going, it will be a fortnight before the rubbish is cleared away, and all sorts of diseases may break out meanwhile.

Only two more dead bodies were found between the hours of 10 p.m. Thursday, and 6 a.m. yesterday, when the search was discontinued, the coolies being occupied in clearing off and carting away the broken timbers.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Fortar* arrived at Amoy at noon on the 15th inst., and left again at noon yesterday for Shanghai, where she is due to arrive at noon on the 18th inst.

The B.L. steamer *Salsuma*, from New York left Singapore on the 13th inst., for Manila and Hongkong.

The O.S.S. steamer *Ajaz* left Singapore on the 15th inst., at noon, and is due in Hongkong on the 20th inst.

The C.M. steamer *Moyane*, from Glasgow and Liverpool, passed the Canal on the 15th inst., and may be considered due at Singapore on or about the 3rd of September.

The C.P.R. steamer *Athenia* arrived at Nagasaki at 8 p.m. on the 15th inst., and left again at daylight, the 17th inst., for Shanghai, where she is due to arrive at 2 p.m. on the 23rd inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 16th August, 8.12 p.m.

MANCHURIAN AND NORTHERN RAILWAYS DAMAGED BY HEAVY RAINS.

Reports come from Tientsin of heavy rains having seriously damaged Manchurian and Northern railways.

"KNIVESBERG" REACHES TIENTSIN BUND.

The s.s. *Knivesberg* reached Tientsin Bund safely.

RUSSIAN REVERSES DISCREDITED.

The reported Russian reverses during the troubles in Manchuria have been discredited.

EMPRESS DOWAGER CENSURES HER MINISTERS.

The Empress Dowager censured Li Hung-chang for his apparent apathy and arrogance, and Chang Lai (?) for his inadequate appreciation of the gravity of the present situation.

REPORTED ANGLO-RUSSIAN AGREEMENT ALARMS EMPRESS DOWAGER.

The report sent to the Empress Dowager by Yang Yu, the Chinese Minister to Russia, re a reported secret agreement between England and Russia not to interfere with each other on their respective sides of the Great Wall, has greatly alarmed her.

LONDON, 15th August, 4.40 p.m.

"TIMES" DISAPPROVES OF THE PROTOCOL.

The *Times*, commenting on the anniversary of the relief of the Peking Legations, describes the resulting Protocol as in many respects unsatisfactory, heavy punishment falling on the wrong shoulders.

GREAT BRITAIN'S ACTION.

Lord Lansdowne's refusal to entrust the impending commercial negotiations to an unwieldy international body, the *Times* says, follows on the refusal of Great Britain to consent to an immediate increase of the Customs tariff to 10 per cent.

GENERAL NEWS.

LONDON, 15th August, 4.40 p.m.

CAPITAL AND LABOUR.

The tin (?) trusts indicate that the limit of graceful gratuitous concessions to the men has been reached.

MONEY MARKET.

Consols stand at 494½. Weekly advances on the loan market range from 1½ to 2½ per cent. Japanese New Loans are at 27½. Rank rate is unchanged.

REUTER'S SERVICE.

LONDON, 14th August.

THE LONDON TEA SALES.

The attempt of the King to boycott the public tea sales has failed. Splendid prices were realised for 19,000 packages of Ceylon teas sold publicly yesterday, and for 25,000 packages of Indian teas sold on Monday. At a secret sale to be held to-morrow, only 11,000 packages will be offered.

DUKE AND DUCHESS IN SOUTH AFRICA.

The Duke and Duchess of Cornwall and York have arrived at Pietermaritzburg.

LONDON, 14th August.

SOUTH AFRICA—SEVERE FIGHT ON THE FISH RIVER.

A severe fight lasting four hours has been fought on the Fish River, Cape Colony, between three hundred British and an equal force of the enemy. The Boers toughly resisted the attack, but were driven from kopje to kopje until finally dispersed. The British lost one officer and one private killed, and seven men wounded. The Boer losses include Commandant Pretorius, who died from the effects of a wound received during the fight.

SUPREME COURT.

Thursday, 15th August.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SHEPHERD SMITH (ACTING PRESIDING JUDGE).

CAPTAIN TREFRUS V. KWOK KONG. The following is the full text of the judgment delivered by His Honour in the above case:—

Early in July last an Arab chestnut gelding valued at thirty guineas and owned by Commander Erskine, R.N., arrived in the colony on board the transport *Narvan*.

The plaintiff in this action had been asked by the owner to land the animal here, to see it placed in stables and to look after it until the owner arrived.

The plaintiff was therefore the agent of the owner to land the animal, and under the circumstances had authority to delegate his functions in this respect.

He accordingly asked Major Koo, A.S.C., to arrange for the landing of the animal. That officer instructed one Fucker to engage a junk to take a pony off the transport *Narvan* for Captain Trefus, the plaintiff. Fucker ordered his storeman Atai to engage a boat in the following words:—"Hire a boat to go to the troopship to take the horse-boat on board." The storeman Atai was the owner of the junk given by Fucker as follows:—"Go and engage a second-class cargo-boat to go to the Commissariat pier to take a horse-boat on board and take it to a ship and take delivery of a horse. When the boat comes back she has to land the horse on the wharf. Cord, rope and tackle are to be there."

In pursuance of his orders Atai engaged the cargo-boat of the defendant on the following terms, viz., that the boat was to go to the Commissariat pier, to take a horse-boat on board, to put off (to ship), to convey a horse back to the Commissariat pier, to land the horse on the pier, and to empty her own tackle and rope; when everything had been done properly, the reward was to be four dollars and a half.

I accept this version of the terms of the contract made by Atai and reject the version given by the witness Chan Tat-mui, the wife of the owner of the cargo-boat and the person by whom the contract was made, on behalf of her husband, the defendant.

Such a contract having been made, the question is, was the plaintiff privy to it? The parties who made the contract were clearly Atai of the one part and Chan Tat-mui of the other part.

It is also clear from the evidence that Atai was not a fact contracting on his own behalf, but on behalf of a principal whose existence was, however, not disclosed by word of mouth to Chan Tat-mui, though the circumstances sufficiently indicated to her that Atai was merely an agent for an unnamed principal.

Who, then, was the unnamed principal for whom Atai was contracting? Now, an agent is a person duly authorised to act on behalf of another, and the person from whom the authority is derived is called the principal. The answer to the last question depends therefore upon the answer to the question, Who authorised Atai to make the contract, and the answer to that question is that it was Fucker who authorised Atai to make the contract.

There is no evidence to show that Atai knew, either from being told by Fucker or from other sources, that the animal was being landed at the ultimate request of Trefus. His mind was a blank about Trefus. Of him he knew nothing and of him he never thought. He never intended to tell Trefus as his principal nor to make a contract on his behalf. Fucker was the person whom he had in mind as the party for whom he was making the contract. Trefus was never contemplated by Atai as being his principal. No man can contract for a principal whom he had not in mind at the time when the contract was made.

Accordingly I come to the conclusion that there was no privity of contract established between the plaintiff and the defendant in this action. Mr. Hastings used the following illustration in support of his contention that privity did exist. He compared the chain of orders given in this case with the chain of orders given in a mercantile firm. For example, a *tailor* of A. B. & Co. gives an order to a clerk, who transmits the order to the compradore, who instructs a coolie, who engages a cargo-boat. In such a case, is or is not privity of contract established between A. B. & Co. and the owner of the cargo-boat? Something might depend on the exact wording of the order as it was passed from man to man, and on the knowledge of the coolie who made the contract. It would be a matter of inference whether he knew at the time of contracting that A. B. & Co. were his principals. Probably the inference would be that he knew that his principals were A. B. & Co. But suppose that that coolie met an independent person who did not know that the coolie was acting on behalf of A. B. & Co. and that independent person engaged a cargo-boat; in such a case would there be privity of contract between A. B. & Co. and the boat owner? I venture to say no.

In the example adduced by Mr. Hastings there was presumably knowledge throughout the chain that A. B. & Co. were the principals; in the present case the knowledge that the animal was being landed for the plaintiff stopped at Fucker and was not passed on.

Throughout this case, much has been said about the plaintiff having the "stomach" of the coolie, but I think that up to and at the time when the animal was killed he had not acquired that status.

A bill of lading is a delivery of a thing in trust for some special object or purpose, and upon an undertaking expressed or implied to conform to the object or purpose of the trust.

The possession of the thing must be in the party by means of either an actual or a constructive delivery before such party can be a bailee.

Here the possession was in the defendant who had a lion on the thing, and until the thing was delivered to the plaintiff actually or constructively, no possession was in the plaintiff.

Ner was the plaintiff a consignee in the ordinary acceptance of that term as designating the person to whom goods are remitted as being the purchaser or for purposes of sale.

Assuming, however, that the plaintiff was not a mere agent, but owner of the lion or co-owner still I should hold that there was no privity of contract between the plaintiff in either capacity and the defendant.

The property, whether general or special, in the animal was never in the plaintiff in any capacity; nor did he ever have the possession. This being so, has a person who has neither the property nor the possession a right of action of trespass on the case? The answer is in the negative.

The conclusion at which I arrive, therefore, is that the plaintiff cannot sue in contract because of lack of privity, and he cannot sue in tort because he had not either the property or the possession.

Should it become necessary to have my opinion on other points which have arisen in the case, I will state that, upon the authority of *Liver Alkali Company v. Johnson*, L.R. 7 Ex. 267, I consider that the defendant incurred the responsibility of a common carrier with respect to the animal which he carried, was therefore liable as an insurer, and was not relieved of that liability by any inherent vice in the thing carried.

The damages claimed in the shape of expenses incurred in floating the cargo-boat, and towing her down to Causeway Bay, as well as in burying the carcass, would in my judgment, be too remote in an action for damages for breach of contract. Their remoteness in an action in tort was not argued, and I express no opinion on that point.

The result is that judgment will be entered for the defendant with costs.

Friday, 16th August.

BEFORE HIS HONOUR A. G. WIER (ACTING CHIEF JUSTICE).

COLLINS V. GIBSON.

In delivering judgment in the action of Collins v. Gibson, in which the plaintiff (Collins) had a claim for \$2,000 damages for breach of agreement and for an injunction to restrain the defendant (Gibson) from carrying on business as opposed to an agreement dated 2nd June, 1898, and signed by the parties, His Lordship said the evidence on both sides was extremely conflicting, and although it was true that the witnesses for the defence were more or less related to the defendant, by marriage and ties of kindred, and might reasonably be expected to be more than favourably disposed towards the defendant, yet, nevertheless, if he were to consider the evidence of the plaintiff as absolutely true, set forth in the pleadings and in the evidence, he must, on the other hand, hold that the witnesses for the defence were guilty of perjury. Taking, perhaps, the principal witness (excepting the plaintiff himself) for the plaintiff, Inspector Collett, who stated that the defendant Gibson had informed him that three-fourths of the capital in Ramsey & Company was his (Gibson's) own money, His Lordship said that in the face of the strong evidence given by witnesses for the defence—E. F. Gibson, Mrs. Ramsey, and A. F. Ramsey—he must come to the conclusion that Inspector Collett was mistaken. Judgment would therefore be entered for the defendant. But inasmuch as the defendant had acted somewhat indiscreetly by mixing himself up with the business of Ramsey & Company during and previous to the sickness of his sister-in-law, Mrs. Ramsey, no order as to costs would be made. His Lordship holding that the defendant had thus brought the action upon himself, and that this action was necessary to be brought before the Court by the plaintiff.

POLICE COURT.

Friday, 16th August.

BEFORE MR. HAZELAND.

THEFT OF WATCH CASE.

Private Chas. Little, R.A., accompanied a constable to a vehicle which was in Queen's Road Central, and while the latter stood a watch, the former appropriated a silver watch, case valued at \$3.50 and concealed it in his sock.

Accused when brought before His Worship yesterday morning pleaded guilty to the charge of theft and was given one month's hard labour.

DISORDERLY CANTONER BOY.

A Chinese soldier, twenty-six years of age, and was given the option of paying a fine or going to goal for fourteen days.

Li Yan walked away with a Pongee suit valued at \$5, and has to do one month's hard labour.

PIRACY ON HIGH SEAS.

Fung Sing Yon, Lai Sui Mai and Fong Lok Shing piratically assaulted one Lam Sai Kun and others on the high seas in British waters, to wit, at Sha Chan, near Plover Point, robbing the latter of his fishing boat, on the 22nd June.

Complaint after a short delay was made to the local police, who traced the pirates and brought them to Hongkong.

As soon as His Worship had taken his seat yesterday afternoon Mr. S. H. May, Captain Superintendent of Police, who represented the police in the case in question, rose and said:—"Your Worship, at the last hearing of a case, I had to wait fifteen minutes, and now again I have had to wait fifteen minutes, and I am sorry to say that I have not yet received the case."

His Worship then stated that there was not sufficient evidence to prove the 3rd and 4th defendants were concerned in the piracy, and he accordingly ordered them to be released.

First defendant stated that he had bought the boat from one Cheung Mow-see, a plaintiff in the case, for \$75 on the 25th June. He paid the money on the 25th and took the boat to his own village, where he engaged two men and a boy. He then took a load of thirty pounds of pumpkins to Macao. He alleged he had bought the boat for his purpose.

TO LET.

TO LET.

NO. 12, BELILIOS TERRACE.
OFFICES and SHOPS in BEACONSFIELD ARCADE.
SMALL GODOWN in DUDDELL STREET.
For Particulars, apply to—
TURNER & CO.
Hongkong, 26th July, 1901. [1878]

THE PEAK.

TO LET, FURNISHED. No. 3, CAMERON VILLAS, from date to 15th October. Plate and Linen included. Servants can be retained.
For Particulars, apply to—
TURNER & CO.
Hongkong, 15th August, 1901. [2080]

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.
Apply to—
SANG KEE,
198, Praya Central.
Hongkong, 16th August, 1901. [2084]

TO LET.

A HOUSE in RYON TERRACE.
BLUE BUILDINGS, No. 3, 2nd FLOOR.
"THE RETREAT," MOUNT KELLET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th July, 1901. [166]

TO LET.

NO. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 17th July, 1901. [1799]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th July, 1901. [1692]

TO LET.

POSSESSION, AUGUST 1st.
THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.
For Particulars, apply to—
LAURENCE WEGENER & CO.
Hongkong, 9th July, 1901. [1790]

TO LET.

IMMEDIATE POSSESSION.
1 LARGE and WELL-VENTILATED ROOM, with BATHROOM, at No. 37, CAINE ROAD.
Apply to—
R. J. REMEDIOS,
Merchants Bank.
Hongkong, 35th July, 1901. [1867]

TO LET.

"FASTLEY," UPPER RICHMOND ROAD, and Nos. 3, 4 and 6, RICHMOND TERRACE.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st August, 1901. [1935]

TO LET.

HOUSE No. 3, LOWER CASTLE ROAD.
Apply to—
T. EDWARDS,
No. 22, Stanley Street.
Hongkong, 9th August, 1901. [2024]

TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD.
Apply to—
S. A. RAJAHAN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

2 FIRST FLOORS in WYNDHAM STREET opposite Club Germania, suitable for Offices. Fine position.
Apply to—
C. E. WARREN,
No. 3A, Wyndham Street.
Hongkong, 14th August, 1901. [2060]

TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO,
No. 239, Des Vaux Road.
Hongkong, 9th July, 1901. [1733]

TO LET.

TWO EUROPEAN HOUSES, Nos. 18 and 20, LEBENTON HILL ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN COMPANY, LD.,
No. 3, Queen's Road West.
Hongkong, 7th August, 1901. [1988]

TO LET SHORTLY.

HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VEAUX ROAD CENTRAL, next to A. Tack's Furniture Store. Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.
Apply to—
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LIFTER'S LOVE STORY.

BY

WILLIAM WESTALL

(Author of "Red Rington," "Trust Money," &c.)

(Continued.)

Meanwhile, Jack had learnt among other things that the lives of circus performers are not all glitter and glory, that "Beauty" off the stage, and in ordinary attire, was a very different person from Beauty posing as a lion queen, also that England, not Spain, was her country, and Kate Jones her proper name.

But all this made no difference to Lifter. He liked his new life, and loved Kate (whom he always addressed as Senorita), no less passionately than on the eventful day when he first beheld her. Yet though so deeply smitten he cherished no illusions, feeling sure that neither she nor any other woman would ever care for him. He was content to love in secret, the object of his adoration every day, and to let her carry for her with the devotion of a faithful dog, and when Catalina rewarded him with a smile or a kind word the poor fellow was in the seventh heaven of delight. Not for a long while, however, did she suspect that his ready obedience and the little services which he so often rendered her arose from any other motive than a natural desire on his part to oblige one so far above him as the lion queen.

For Catalina received so much homage from the young men of the company, and so much applause from the public, that she might well be pardoned for regarding herself the most important person in the show.

When Lifter refused an offer of twenty pounds a week from a London manager, and received his engagement with Perrol at half the money she merely thought him a fool. But soon afterwards her eyes were opened in a very startling and dramatic fashion.

The senorita had always kept herself respectable, and was prudent and circumspect, only occasionally indulging in a little mild flirtation. She might have married as she would, and when asked why she did not, answered, laughing, that a lion and a man were more than one woman could manage, and she preferred the lion.

If she had a favourite among the men it was Enriquez, the star rider, who would fain have made her his wife. Lifter having divined this was madly jealous, for though without the faintest hope of winning Catalina himself, the mere thought that another man might win her made him wild.

Coming on them one day when they were en route, and the lion queen was in a merry mood, and Enriquez doing his best to make himself agreeable, Jack found it impossible to dissemble his rage.

"What is the matter with you, little man?" quoth Enriquez, vexed by the interruption.

"Little man?" "Well, aren't you little? Don't they call you the Little Wonder—alias the Wonderful Dwarf?"

"Anyhow, I am big enough to stop your cheek." And with that Jack, grasping the rider's waist, raised him from his feet, and had not Catalina intervened would have dashed him on the ground, at the peril of his limbs, if not his life.

"Take your hands off him, put him down!" cried Catalina, and Jack, grinning, exclaimed: "I don't want to kill him," she exclaimed: "I don't want to!"

"I don't want to give him a lesson. If I had wanted to kill him I would have struck him," said Jack sullenly, as he obeyed the order. "He is jealous of Enriquez. Well I never! The idea!" she thought, half laughing; yet from that time forth she treated Jack with more respect, and was perhaps not altogether displeased that she had inspired so strange a being with so strong a passion.

Rather more than two years after Lifter had become a professional strong man, the circus, which had meanwhile visited the four corners of the world, was again at Fernthorpe, where it arrived as before on a Friday night.

Jack's fame had gone before him, and so many people of the neighbourhood were anxious to see him in his new character that at the first performance, which took place at three p.m., the tent was filled to its utmost capacity.

It was a matter of course that he should receive a hearty greeting, and his feats of strength were applauded to the echo. Old friends remarked that though as short as ever he was a great deal straighter, that his shoulders were now of the same height, his activity wonderful.

After him came Beauty and the Beast, the latter now full grown, and looking very formidable as he lay full length with his head between his paws.

Catalina entered the cage with her wonted alertness, and ordered Nero to rise. To her surprise he took no further notice of her than to show his teeth and utter a low growl.

On this she repeated the order and threatened him with her whip.

This time he obeyed, but looked so vicious, and growled so fiercely as to thrill the spectators, with fear, and there were loud calls for her to "come out."

"You had better, he is in a bad temper today," said the circus master, holding the cage door open.

Catalina stamped her foot angrily, and was about to withdraw, when the brute, making a short spring, struck her down, then stood over her with his paw raised and roared his loudest. Blood was flowing from a wound in Catalina's shoulder.

Lifter picked up a bar of iron with which he had been playing, and thrust the circus master aside, saying: "Drag her out, while I hold him back!" Then, entering the cage, he dealt Nero a blow on the head which made him give ground and enabled the circus master to draw the unconscious Catalina away.

"Kill him! Fetch a gun! For God's sake, get out," shouted the horrified spectators.

Nero, who had retreated a few paces, made another spring, which was met with a stroke that smashed his nose and teeth and broke his jaw, but overborne by the animal's weight and torn by his claws Jack fell.

Just then a rifle barrel was pushed between the bars of the cage.

"Don't kill him; he is her living!" cried Jack, and then went off in a faint.

Nevertheless the lion died.

Jack's injuries were severe, and when he recovered consciousness the doctors, fearing lockjaw and other complications, forbade him to speak on peril of his life, also enjoined absolute quietude and gave little hope of his recovery. But they underrated the strength of Jack's constitution. He had never abused it, and his vitality was as phenomenal as his muscular power.

Wounds inflicted by a wild beast's claws are sometimes malignant, and generally slow to heal, but as luck would have it, Jack's took good ways. In a few days he was pronounced out of danger.

The first question he asked when they let him speak was: "How is the senorita? Was she much hurt?"

"Not a great deal, not nearly so much as you were," answered the doctor. "The lion tore her shoulder and broke her arm, but she is getting on nicely, and is always asking about you."

Jack smiled. To know that the senorita asked about him was hope for his soul and balm for his wounds.

Both Catalina were in the village hospital, where they were taken after the terrible scene which had so nearly been a tragedy, and a fortnight afterwards Catalina was allowed to pay her rescuer a short visit—on condition that there should be no talking.

When he saw her so pale, with her arm in a sling, Jack's eyes filled with tears, and when Catalina saw him still paler, and his head (which had been "brushed" by the lion's claws) shaven, and covered with plaster, her eyes also filled, and there had nearly been a scene.

"How are you, Lifter?" she asked softly. "I have brought you some flowers," laying a bouquet on the bed.

Jack's eyes beamed gratefully through his bandaged face.

"How good you are, senorita, to think of such a poor chap as me! Oh, I'm getting on first rate. And you? I am afraid you were terribly hurt," glancing sympathetically at her wounded arm.

"This won't do at all. No more talking, if you please," interposed the nurse peremptorily. "Well, you need not be so sharp, it's precious little talking we have time yet," retorted Catalina, who did not believe in giving a kiss for a blow. "But though I may not talk to Lifter, I may perhaps be allowed to ask you a question. Is he allowed to read?"

"No, but I read to him sometimes."

"Will you read this to him, then?" producing a newspaper, and pointing to a marked passage. "It is an account of what happened at the circus."

"Very well. To-morrow, perhaps. He has had excitement enough to-day."

The nurse kept her promise, and on the following day Jack heard what the paper had to say about his rescue of Catalina from the lion, which it characterised as "an act of supreme devotion and heroic courage."

"And it is quite true: everybody says the same," you have made yourself famous, Mr. Lifter," added the nurse.

"It is very kind of you to say so. All the same I don't see what there is to make a fuss about, or where the merit comes in," quoth Jack simply.

"Don't see where the merit comes in! Didn't you save a life by impelling and nearly losing your own?"

"I never thought of that. When I saw the senorita in danger, I just went for Nero; that was all."

"There is something I want to say to you, Lifter. I would have said it before, only while that woman was by I did not feel as if I could. You risked your life to save me from a horrible death, and got terribly mangled. Which was very noble of you, and I am very grateful to you."

"I cannot tell what possessed Nero. He had always been such a good lion. I managed him as easily as if he had been a man. But he is gone, and my occupation with him, and the papers are making such a fuss about my danger, and that, and saying that ladies have no business in lions' dens, that I don't think I shall get another engagement."

"The papers are quite right. But don't you worry about an engagement. I'll keep you," quoth Jack.

"No, no, that wouldn't be proper."

"Not proper?" "Of course not. Don't you know that it isn't proper for a gentleman to keep a lady—unless she is a near relation?"

"A near relation?" exclaimed Jack in a voice tremulous with fear and delight. "Do you mean—could you bring yourself to be nearly related to a poor insignificant chap like me?"

"Well, you are little, that's true, but you are good and brave, and seeing that I am out of a place and have no lion to tame I—I almost think I might," answered Catalina coyly.

Something more passed, a good deal indeed, but all that need be said here is that a month later there was a performance at Fernthorpe Church, in which the leading parts were taken by John Lifter, the Little Wonder, and Kate Jones, otherwise Catalina Juanita, the ex-lion queen.

[THE END.]

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[53-4]

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HAMBURG & LONDON	ARABIA	Ger. str.	2 m.	F. L. Sommer	HAMBURG-AMERIKA LINIE	On 21st September.
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SAN FRANCISCO VIA SHANGHAI, &c.	SPRINGBOLE	Brit. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	On 10th September.
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MANILA, LOILO & CEBU	TATIAN	Brit. str.	2 m.			
MANILA	TOONAN	Amr. str.	2 m.			
HAIPHONG & SOURABAYA	HANS MENZEL	Ger. str.	2 m.			
SAMARANG & SOURABAYA	CHUNSHAN	Brit. str.	1 m.			

SHIPPING.

ARRIVALS.
Aug. 16, PARAKATTA, British str., 2,854, C. Denny, London 14th July and Singapore 14th August, Mails and General.—P. & O. S. N. Co.
Aug. 16, COROMANDEL, British str., 2,783, F. W. Vibert, Shanghai 14th August, Mails and General.—P. & O. S. N. Co.
Aug. 16, ONSANG, British str., 1,787, Davis, Hongay 12th August, Coal.—JARDINE, MATHESON & CO.
Aug. 16, SULFAN VAN LAROKAT, Dutch str., 1,510, G. W. F. Fulo, Sams 8th August, Koroene-Meyer & Co.
Aug. 16, CHITUKA, Amr. str., 1,211, Sleeman, Swatow 15th August, General.—CHINESE.
Aug. 16, SABINE RICKMERS, British str., 630, Nabeit, Swatow 15th August, General.—ARNHOLD, KARBURG & CO.
Aug. 16, HAILAN, French str., 377, Andersen, Pakhoi and Hoihow 15th Aug. General.—A. R. MARTY.
Aug. 16, FRICHER, British str., 983, Gordon, Haiphong 15th August and Hoihow 15th, General.—BUTTERFIELD & SWIRE.
Aug. 16, AMARA, British str., 1,566, Mattock, Canton 16th August, General.—JARDINE, MATHESON & CO.
Aug. 16, KWEIYANG, British str., 1,062, Outerbridge, Canton 16th August, General.—BUTTERFIELD & SWIRE.
Aug. 16, LYEEMOON, German steamer, 1,293, Lehmann, Canton 16th August, General.—SIEMSEN & CO.
Aug. 16, HAIMUN, British str., 636, W. J. Davis, Tamsui 13th August and Amoy 14th, Douglas LAFRAIK & CO.
Aug. 16, AMARA, British str., 3,477, T. Ehlers, Hamburg 1st July and Singapore 10th Aug. General.—HAMBURG-AMERIKA LINIE.
Aug. 16, STYX, French cruiser, 1,800, Vincent, from Canton.

CLEARANCES.

At the Harbour Master's Office.
16th August.
Hispania, British str., for Hongay.
Marie Jensen, German str., for Saigon.
Flandria, German str., for Yokohama.
Keongwai, German str., for Bangkok.
Baigi Maru, Japanese str., for Swatow.

DEPARTURES.

16th August.
DIAMANTE, British str., for Manila.
MUREX, British str., for Singapore.
THALES, British str., for Swatow.
YAMAGUCHI MARU, Jap. str., for Bombay.
KORISHANG, German str., for Swatow.

VESSELS IN DOCK.

16th August.
ADELPHI DOCKS.—
Kowloon Dock.—Canton River, Victoria, Dido, Solent, Nippon Maru, Nuenburg.
Cosmopolitan Dock.—D. J. de Austria, Haimun.

SHIPPING REPORT.

The British steamer Haimun, from Tamsui 13th inst. and Amoy 14th, had light variable winds and S.W. swell to Amoy. From Amoy had light variable wind and heavy southerly swell to Lamook; from thence light winds with heavy rain squalls; when nearing port fresh N.E. wind. Vessels in Amoy.—H.M.S. Eclipse and Dolphin, str. Zetland, Hans Menzell, Pechili, Anna, Heathburn, Hong Bee and Hino Maru.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR ANPING (VIA SWATOW AND AMOY).
THE Company's Steamship

"MAIDZURU MARU."
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 8th August, 1901.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR DATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"COROMANDEL."
Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 17th August, at NOON, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c. will be conveyed via Bombay with transshipment.
Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 5th August, 1901.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"LYEEMOON."
Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 17th inst., at 3 P.M.
This steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to SIEMSEN & CO., Agents.
Hongkong, 14th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA."
Captain A. Lera, will leave for the above ports TO-MORROW, the 18th inst., at Daylight.
For Freight or Passage, apply to SANDER, WIELER & CO., Agents.
Hongkong, 12th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU."
Captain T. Ogata, will be despatched for the above ports TO-MORROW, the 18th inst.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 15th August, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KASUGA MARU."
3,873 tons gross, Captain H. Fraser, will be despatched for the above port on FRIDAY, the 23rd inst., at 4 P.M.
This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.
For Freight or Passage, apply to A. S. MIHARA, Manager.
Hongkong, 16th August, 1901.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU."
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 8th August, 1901.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU."
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 8th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

SAILING DATES.

ALEXANDRIA, HAVRE & HAMBURG.

SIBERIA, HAVRE & HAMBURG.

ANDALUSIA, HAVRE & HAMBURG.

ARABIA, HAVRE & HAMBURG.

ARAGONIA, NEW YORK VIA SUEZ CANAL.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 27th July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPERESS OF INDIA", Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th Aug. 1901.

"ATHENIAN", 3,882 Tons Comdr. H. Mowatt, WEDNESDAY, 4th Sept. 1901.

"EMPERESS OF JAPAN", Comdr. H. Pybus, R.N.R., WEDNESDAY, 25th Sept. 1901.

"EMPERESS OF CHINA", Comdr. R. Archibald, R.N.R., WEDNESDAY, 23rd Oct. 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 32 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS, and the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal ports and AROUND THE WORLD. Rotundity to various points at reduced rates, Good food for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TABAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TABAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 8th August, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
CLAYVERING	3,328	J. Barker	August 19th
BRAEMAR	3,301	W. Watt	August 27th
DUKE OF FIFE	3,321	J. S. Cox	September 10th
OLYMPIA	2,837	J. Traubridge	October 1st

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 232.

Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from Victoria and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

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Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL	On 20th August.	
GLASGOW and LIVERPOOL	On 26th August.	
GLASGOW and LIVERPOOL	On 31st September.	
GLASGOW and LIVERPOOL	On 12th September.	
GLASGOW and LIVERPOOL	On 19th September.	

FOR	HOMEWARDS.	TO SAIL
LONDON	On 20th August.	
LONDON	On 26th August.	
LONDON	On 31st September.	
LONDON	On 12th September.	
LONDON	On 19th September.	

The S.S. "AJAX" left Singapore on the 15th instant, at Noon, and is due in Hongkong on 20th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th August, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
TIENSIN	"KWEIYANG"	On 17th August.
SAMARANG & SOERABAYA	"HANS MENZEL"	On 19th August.
NAGASAKI, KOBE & MOI	"KASHING"	On 20th August.
MANILA, ILOILO & CEBU	"SUNGKIANG"	On 21st August.
FOOCHOW, NINGPO & SHANGHAI	"WONGSHAN"	On 24th August.
SHANGHAI	"TAIYUAN"	On 10th September.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY & MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th August, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

PROPOSED SAILINGS FROM HONGKONG.	DATE
"HAIPIHURN"	About 4th August.
"JUPITER"	" 21st September.
"MOET"	" 21st September.
"KURDISTAN"	" 12th October.
"SATSUMA"	" 12th October.
"LENNOX"	" 12th October.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 8th August, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

Captain Muir, will be despatched as above
on THURSDAY, the 22nd inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 16th August, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
MADRAS, CALCUTTA, DIBOUTI,
EGYPT, MARSEILLE, MEDIE,
TERRANEAN AND BLACK
SEA PORTS.LONDON, HAVRE, BORDEAUX,
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 26th August, 1901,

at 1 p.m., the Company's Steamship

"OCEANIE", Captain Schmitt, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLE via ports of call.

Without Transshipment.

Cargo and Specie will be registered for call
at well as for Marcellus, and accepted in
transit, through Marcellus for the principal
places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m.

Specie and Parcels until 3 p.m. on the 25th
August. (Parcels are not to be sent on board;
they must be left at the Agency's Office.)
Contents and Values of Packages are required.For further particulars, apply at the Com-
pany's Office.P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 14th August, 1901.

THE OSAKA SHOSHIN KAISHA,
LIMITED.FOR FOOCHOW VIA SWATOW AND
AMOI.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 22nd
instant, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 14th August, 1901.

TO IMPORTERS FROM THE UNITED
STATES.THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.Having Established a regular service of steamers
from Seattle (Puget Sound) to Japan,
China and the Philippines, in
connection with theGREAT NORTHERN RAILWAY LINES
of the United States, are prepared to con-
tract for the conveyance of Goods from
the Pacific Coast and interior
points of U.S.A. to the Orient.For further particulars, apply at
THE CHINA MUTUAL STEAM NAVI-
GATION CO.'S OFFICES, NEW YORK,
China, Philippines and Straits.FRANK WATERHOUSE & CO., General
Western Agents, Seattle, or to
GEO. SUTHERLAND, General Agent for
the East, SHANGHAI.JARDINE, MATHESON & CO.,
Agents.

Hongkong, 25th July, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPETHE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.
"DORIC"	TUESDAY, 29th Oct., at Noon.

THE P. M. S.S. Co.'s Steamship "PERU" will be despatched for SAN FRAN-
CISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA
and HONOLULU on SATURDAY, the 31st August, at Noon, taking Freight for Japan,
the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHWEST
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials
located in Asia, and to European officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only)
are granted to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE—Passengers who do not hold round-trip tickets but who have paid full
first class fare from ports of call in the Orient to the United States, Canada or Europe, and
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such
port for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages
will be received at the Office until 7 p.m. same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

Hongkong, 16th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

MANILA, SINGAPORE, COLOMBO,
PORT SAID, RUINE AND
TRIESTE.(Taking Cargo at through rates to the BRAZIL,
RED SEA, BLACK SEA, LEVANT, VENICE
and ADRIATIC PORTS).

THE Company's Steamship

"MELPOMENE"

Captain Matovich, will be despatched as above
on MONDAY, the 19th inst., P.M. instead
of as previously advertised.For information as to Passage and Freight,
apply toSANDER, WIELER & CO.,
Agents.

Hongkong, 13th August, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATCHEFSON, TOPEKA AND SANTA FE
RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

The Steamship "STRATHGYLE" will
be despatched for SAN DIEGO and
SAN FRANCISCO via MOI, KOBE and
YOKOHAMA on or about 15th September.Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 p.m.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Francisco in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

GEO. ECKLEY,
Acting Agent.

Hongkong, 3rd August, 1901.

FOR NEW YORK.

THE 38 A II American Ship

"MANUEL LLAGUNA"

will load during September and October,
sailing about 25th October.

For Freight, apply to

SHEWAN TOMES & CO.,
Agents.

Hongkong, 11th July, 1901.

FOR NEW YORK.

THE 38 A II American ship

"I. F. CHAPMAN"

having arrived, is now ready to load for the
above port, and will have quick despatch.

For Freight, apply to

ARNOLD, KARBERG & CO.,
Agents.

Hongkong, 12th August, 1901.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"SANUNI MARU"

Having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be carried on, unless in-
structions are given to the contrary before
4 p.m. TO-DAY.

Goods not cleared by the 22nd instant, will
be subject to rent.

No Fire Insurance will be effected.
All ship-damaged packages must be left in the
Godowns and Notice of same sent to this Office
before the 23rd inst., or claims in connection
thereof will not be recognised.

NIPPON YUSEN KAISHA,
Hongkong, 15th August, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from the S.S.

"ERNEST SIMONS" from London,
Havre and Marseilles are hereby informed that
their Goods have been transhipped at Bombay
to the P. & O. steamer Nankin due here on the
18th instant, whence delivery may be obtained
at the Hongkong and Kowloon Wharf and
Godown Co., Ltd., at Kowloon.

Bills of Lading will be countersigned by the
undersigned.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 15th August, 1901.

STEAMSHIP "YARRA"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London

and from Havre, ex s.s. *Bagdad*, and
from Bordeaux, ex s.s. *Ville de Marseilles*, in
connection with above Steamer, are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk in the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, at Kowloon, whence de-
livery may be obtained immediately after
landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 5 p.m. TO-DAY, the 12th inst., request-
ing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 19th instant, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 19th inst., or they will not be recognised on
All damaged packages will be examined
MONDAY, the 19th inst., at 3 p.m.

No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 12th August, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Goods not cleared by the 20th inst., at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 14th August, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:

I. F. CHAPMAN, American ship, Chapman—
Arnhold, Karberg & Co.

L. SCHEPP, American ship, C. S. Kendall—
Carlowitz & Co.

SRA WITCH, American ship, Howa—Master

A. ON & CO.,

PHOTOGRAPHERS AND PORTRAIT
PAINTERS.

All kinds of Oil Paintings and Photographic
Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL,
Opposite to Cheong Cheong & Co.

Hongkong, 20th March, 1901.

怡和洋行

YEE SANG & CO.,

COAL MERCHANTS,

have always on hand

LARGE STOCKS OF EVERY DESCRIPTION
OF COAL.

Address—Care of Messrs. KWONG SANG & CO.
No. 144, DES VUEX ROAD.

MARKET PRICES.—August 14th, 1901.

The Prices are given in Dollar Centa. Copper
cash is cash 1000 to \$1, the Dollar; a catty is 1
lb., 1 pice 133 lbs.

BUTCHER MEAT.

Beef, prime cut, lb. 14 to 15

" Corned " 13, 14

" Boned " 14, 15

" Soup " 11, 12

" Steak " 14, 15

" Bullcock's Brains per set, 7, 8

" Tongue fresh, each 45, 50

" Head, corned, 50, 55

" Heart " 45, 50

" Hump, Salt " 12, 13

" Feet " 6, 7

" Kidneys " 14, 15

" Liver, " 11, 12

" Mutton, un-dressed " 6, 7

" Mutton, Chops " 27, 28

" Legs " 27, 28

" Shoulder " 20, 22

" Pigs' Feet " 8, 10

" Feet, corned, catty 8, 10

" Kidneys " pair 10, 12

肝猪	Liver	lb.	18	23
猪排	Pork Chop	"	19	17
猪腰	Cornel	"	22	23
猪心	Leg	"	17	18
猪肚	Flat or Lard	"	15	18
猪肺	Sheep's Head, and Feet	set	45	50
猪骨	Heart	each	5	0
猪尾	Kidneys	"	9	10
猪脚	Liver	lb.	20	24
猪蹄	Sucking Pigs (to order)	catty	30	35
猪生	Suet Beef	lb.	14	18
猪油	Mutton	"	20	24
猪油	Veal	"	14	15
猪油	Beef Sausages	"	14	18
猪油	Veal Sausages	"	15	25

